

NOTICES.

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EARLIER TELEGRAMS.

IRISH AFFAIRS.

London, Oct. 4.
A crop of fresh outrages in Ireland marked the week end. One policeman was killed and several injured in Cork. Soldiers were fired on in Dublin and a sergeant wounded. A raid was made upon a Unionist farmer at Carrickmacross, when the Sinn Feiners shot the farmer upon his opening the door. His condition is very critical. A fierce bomb and rifle attack was made upon French Park Barracks in Roscommon. It was ultimately beaten off, many of the raiders being wounded.

Belfast, Oct. 4.

The deathroll since July is sixty-five.

London, Oct. 5.

Mr. Asquith, in a letter to the "Times," declares that the most deplorable chapter of the past nine months has been accentuated by the tragic urgency of the Irish situation, wherein the Executive is impotent and aggressive, and the want of policy has reached a climax in an unexampled campaign of reprisals, for which the Government is responsible. Mr. Asquith says he cannot contemplate Viscount Grey's counsel of the final abandonment of the trust which history has imposed on Britain. He declares that nothing but the bestowal upon Ireland of the status of an autonomous dominion in the fullest and widest sense can now satisfy Irish aspirations. He points out hereafter that none of the dominions claims the right to a separate foreign policy. On the other hand all show an increasing legitimate desire for fuller confidence and freer consultation in the whole domain of our external relations, particularly as regards the making and revision of treaties. The Dominion of Ireland should be on a level footing with the rest. He does not share the apprehensions with regard to naval and military forces, claiming that no Irish Government would be so insane as to mortgage its scanty margin of resources for such a fruitless enterprise as the creation of an Irish Navy; but Mr. Asquith favours granting Ireland powers to create an adequate defensive military force and says the only alternative is to seriously undertake the task of reconquering Ireland and holding her by force, a task which will never be sanctioned by the conscience of the British people. He concludes: "I am not alarmed by the spectre of an Irish Republic. Men don't in the long run fight for phrases, but for realities."

The "Daily Mail," reflecting on the changed attitude as regards Mr. McSwiney, declares that a wondering public is asking how it is done. The Lord Mayor has fasted fifty-four days, yet his hand is steady enough for him to shave himself every morning. He reads his newspaper daily with interest. The paper says the official reports to the Government state there is no reason to think death is near. He is in no immediate danger. Medical opinion points out that by now he should have lost nearly all his fat, over one fourth of his blood, a sixth of his lungs and an eighth of his bones. His body should be shrunken, his eyes hollow, his skin parched and shrivelled and his limbs wasted.

EGYPTIAN TERRORISTS.

One of the most important cases in the annals of Egyptian criminal trials has ended in Cairo, in which Abdelrahman Beyfahmy, an ex-Provincial Governor and ex-servant of the ex-Khedive, and twenty-seven others, comprising students, lawyers and members of the Moslem University at Elazhar, were accused of conspiracy as members of a criminal association called "The Vengeance Society," the objects of which were the preaching of sedition, the assassination of the Sultan of Egypt, Ministers and other Egyptians of whom the Society disapproved. It is alleged the Society organised the recent attacks on British soldiers, also the bomb attacks on Ministers. It appears the ramifications of the Society extended all over Egypt. It is stated it had correspondents almost throughout the world. It is noteworthy that some of the accused exhorted the Society to adopt Sinn Fein tactics. The Court is now considering its verdict.

PRESIDENT WILSON'S FIRST APPEAL.

Washington, Oct. 4.
President Wilson's first election campaign appeal direct to the people urges the electors to endorse the League of Nations and declares that the whole world awaits the verdict of America in November. The assertion that Article Ten of the Covenant will enable other nations to lead the United States into war is absolutely false. The Covenant in no way impairs the right of Congress to declare or not to declare war according to its own independent judgment.

GERMAN PRISONER RELEASED.

Leavenworth, Kentucky, Oct. 5.
Von Bopp and Doctor Von Schack have been released on parole. It is believed they will return to Germany. They were formerly Consul and Vice-Consul at San Francisco, where they were convicted in 1918 and sentenced to five years imprisonment for violating American neutrality by endeavouring to foment a revolution in India with the purpose of embarrassing Great Britain during the war.

THE WALL STREET EXPLOSION.

Pittsburg, Oct. 4.
A man named Zelenaka, from Brooklyn, has been arrested for possessing a quantity of dynamite, after a furious resistance. It is believed many arrests in New York and Brooklyn will follow. It is reported that Zelenaka left Brooklyn at the hour of the recent Wall Street explosion and remarked to fellow passengers, "See what we did in Wall Street! Next time it will be bigger and more terrible."

WORLD'S BIGGEST SHIP BURNED.

Berlin, Oct. 5.
It is reported from Hamburg that a fire there destroyed the 55,000 ton liner Bismarck, the biggest ship in the world, which was in course of construction for handing over to the Allies.

TURK Y'S PUBLIC DEBT.

Constantinople, Oct. 4.
British, French and Italian delegates on the Board of Administration of the Ottoman Public Debt assume control of Turkey's finances from tomorrow.

(Continued on page 2)

THE C. Y. C.

TO BE CLOSED THIS MONTH.

The annual general meeting of members of the Corinthian Yacht Club was held at the Club House yesterday afternoon. Commodore G. G. Wool presided and with him were Messrs. G. A. Burn (Secretary), Ainslie (Treasurer), R. J. Dixon and J. H. Cookhouse. A small number of members were present.

Notice had also been given of special business, viz. to consider the following resolutions:

1.—That the Hongkong Corinthian Yacht Club be wound up, the assets realised and the proceeds of sale of the assets be applied to the payment of all of the outstanding debts and liabilities of the Club.

2.—That the offer of the Government to pay to the Hongkong Corinthian Yacht Club such a sum of money as would enable the sum realised from the sale of the assets of the Club to be applied to the redemption of any outstanding debentures of the Club be accepted, and that such sum be applied to that purpose.

The notice stated:—"Owing to the Prager Reclamation Scheme, it will be very shortly necessary to vacate the present plot of ground, foreshore and premises occupied by this Club. I enclose a statement of accounts of the Club up to the end of the financial year, the 31st July, 1930, from which it will be seen that the finances of the Club are in a very poor way. This is chiefly due to lack of sufficient support and it is generally felt by the active members of the Club that, from a purely yachting and sailing point of view, two yacht clubs in the Colony are not only unnecessary, but add considerably to the cost and expense of yachting. There is a sum of about \$1,020 owing to debenture holders and the assets of the Club are quite insufficient to meet this liability. Your Committee have been in communication with the Government as to the payment to the Club of some compensation for the forced vacation of the premises, and whilst the Government maintains that it is under no legal obligation to compensate the Club, it is willing to offer such a sum as may be necessary to redeem the outstanding debentures after the realisation of the assets of the Club. Your Committee see no alternative but to accept the offer of the Government, subject to the approval of the members, and a meeting will be called in accordance with the attached notice to carry this into effect."

The Chairman stated that the first thing to be considered was to pass the Balance Sheet for last year. An outstanding feature on the expenditure side of the Profit and Loss Account was the sum of money owed to the Club by members, of which the Club hoped to recover as much as possible. On the other side, the bar profits had been very good considering the small number of members using the Club, and the small number of new members the Club had. The price had been cut down to a minimum as compared with previous years. The Club was liable for payment of \$1,019.90. The next item was the Loan Account of Mr. van Andel. During the war the Club was in a low financial position owing to the fact that the majority of the members were on war service. Despite this, the Club was kept running, through the good services of Mr. van Andel and his loan. The Club was very much indebted to Mr. van Andel and he (the Chairman) would later explain the best means of paying the loan. Had it not been for Mr. van Andel's loan and his services he (the Chairman) had no doubt that the Club would have closed down three or four years ago. As there was nothing more on the Balance Sheet that called for comment, he asked the meeting if they had anything to ask before he proposed the adoption of the Balance Sheet.

There being no questions, Mr. A. D. Gee seconded the adoption of the Balance Sheet, which was carried unanimously.

The Chairman: The next thing to be considered is probably the most important one. The Club is to be wound up and we have to consider how we are to liquidate our liabilities. As you know, the new reclamation is about to be put in hand. The reclamation in front of the Club will extend to practically 200 yards out from this Club and it practically cuts off the whole of Wanchai Bay. To all intents and purposes it is intended to make a straight line from the Naval Gunner to the Jardine Centre. A reclamation of this magnitude means that there will be no anchorage left on this side. It takes you out to the big moorings and deep water, which is not suitable for small yachts. For some time the Committee have been considering the best means of getting out from this site with as little a loss as possible. Some months ago the Committee approached the Government, as to their intentions, and when the reclamation was likely to be started, and we were informed by them that the reclamation would start almost immediately, and that we were to get out of here. The Government have promised us compensation for this building and the Committee have been considering as to how the compensation is to be utilised to redeem debentures and make good any deficit. If we liquidate this Club, sell all the furniture, the slips etc., and lay the Balance Sheet before the Governor, the Colonial Secretary said he would recommend that the outstanding liabilities be delayed by the Government for taking over the Club building for their own purposes. As you know, we are occupying this piece of ground by paying \$1 annually as squatting fee, but we have also to pay rates and taxes to the Government, which amount to a considerable sum. We have been allowed to remain here by the Government since 1904, and it is a pity that after all these years the Club should have to be closed down. The Club's records will be preserved until it has been definitely decided as to whether we should form another Club, or whether to merge with the Royal Hongkong Yacht Club. There are very few members who are not also members of the R. H. Y. C., and the members have realised that it is expensive to be members of two smaller Clubs. The loss of slips will be felt, and no doubt the Royal Hongkong Yacht Club will build to replace those of this Club. I think I have made it plain that it is a pity that the Club should be closed down.

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Nailfiles.

Gillette stropping machines. Hair binds.

Best steel razors.

Bronze hair pins.

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Best razor strops.

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NOTICES

SONGS YOU HAVE NOT HEARD

AEGIERS

CHINA MOON

COMRADE O'NINE

BY A WINDOW IN BAGDAD

SWEETHEART BLUES

WAY DOWN BARCELONA WAY

SALLY THE VILLAGE VAMP

SILVER WATER

YOUR WONDERFUL EYES

WHEN GOD GAVE YOU TO ME

MY SWEETIE'S SMILE

MOONLIGHT IN MANDALAY

KEEP IN TOUCH WITH US FOR ALL THE LATEST HITS

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TEL. 527.

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9, ICE HOUSE STREET.
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INSTRUMENTS REPAIRED UNDER MY
PERSONAL SUPERVISION.

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Per S.S. "Kitano Maru"

New Autumn Millinery

Choice Black Velvet Hats

New Styles Black Fleecy Hats

The "Latest" Black Glazed Hats

A fine Range of Colored Velour Hats

Newest Shapes—Latest Fashions
Reasonable Prices.

A Fine Range

Misses and Children's Millinery

Serviceable Velvet, Plush, Velour,
Fleecy Wool

Hats, Caps and Bonnets.

NOW SHOWING

WHITEAWAY'S

THE HOUSE OF FASHION,
HONGKONG.

EARLIER TELEGRAMS.

(Continued from page 2.)

RUSSIA, POLAND AND LITHUANIA.

London, Oct. 4.

Although there are sensational reports from Helsingfors as regards the situation in Russia, they are not yet confirmed. Finnish frontier reports indicate that great anxiety is prevailing in Soviet circles hereabout. Both on the Polish front and in Crimea the Red forces are demoralised with hunger and are surrendering or deserting. Trotsky's efforts to recruit new forces in Siberia and the eastern provinces have failed, while the labouring classes at Moscow and Petrograd, if they have not actually declared a general strike, are threatening to do so and pillaging the factories. It must be remembered that authentic news from Russia is always scanty, owing to terrorism and the strictest control of visitors ever devised.

Warsaw, Oct. 4.

A Polish-Lithuanian armistice has been concluded. The demarcation line is not yet known.

London, Oct. 4.

There is no confirmation in London so far of the Warsaw report that a Polish-Lithuanian armistice has been concluded. On the contrary, according to the latest Lithuanian information, severe fighting was going on on Saturday, with heavy casualties for both sides. Neither had the Lithuanian Government accepted the suggested Polish demarcation line, which it considers unjustifiable.

London, Oct. 5.

The "Times" correspondent at Riga states that peace prospects are considered bright, although much depends on the development of the internal situation in Warsaw and Moscow. The Poles have delivered a considered reply to Joffe's terms. The Reds have agreed to eliminate all reference to East Galicia in the treaty. It is declared that private meetings between Joffe and Dombowski have led to an understanding on all the main points.

Wrangel's operations in South Russia have again come into prominence. The situation is apparently developing very rapidly and a big move to the line Ekaterinoslav-Rostoff appears imminent, simultaneously with the widespread reports of General Makhno, apparently the famous guerrilla leader, who has already advanced to Losovaia, Slaviansk and Kramatorsk in the Donetz basin and reached Kremenchuk on the Dnieper. The movement prepares the way for a big Wrangel advance, as the capture of Losovaia and Slaviansk cuts the Bolshevik main communications from their big base, Kharkoff, to the Rostoff area, while Ekaterinoslav is menaced from the rear. Wrangel announces that eleven thousand prisoners were counted in the Volnovanka area. He has reached a point nineteen miles west of Mariupol, imprisoning six hundred. Meanwhile Trotsky's latest trumpet call reveals the greatest anxiety as regards the southern front. He declares it must be liquidated before the winter.

ANGLO-RUSSIAN TRADE AGREEMENT.

London, Oct. 5.

The draft of the Anglo-Russian trade agreement has been published. It confirms the recent cabled forecast. It ignores the question of the vast liabilities of the Russian Government, municipalities and private borrowers, and proposes protection against the attachment of Russian gold, securities and commodities which Russia may export in the course of trading. The "Times" denounces the agreement as a contract of repudiation of Russia's obligations and declares every member of the Stock Exchange, the Baltic and Lloyd's knows that the repudiation of a contract would mean instant expulsion and disgrace. It states, however, that the Cabinet is reported to have postponed consideration of the agreement, because the reports of disintegration of the Soviet forces grow steadily more persistent. Furthermore, trade negotiations will not be resumed until the Government has received satisfactory assurances from the Soviet as regards the return of British prisoners, Bolshevik propaganda and hostile action in Asia.

THE TRADE DEPRESSION.

It appears that trade depression is setting in quicker than anticipated. The Phoenix Steel Works at Sheffield have notified the retrenchment of a thousand workers owing to shortage of orders. Other manufacturers are stated to be taking similar action shortly. There are three thousand workers, principally seamen, unemployed at Cardiff and considerable unemployment is reported in the black country. Hundreds of operatives were discharged on 2nd inst.

EARL HAIG'S APPEAL.

London, Oct. 4.

Earl Haig, addressing representative Glaswegians, appealed for support for ex-service men by providing work for able-bodied men and money for disabled men. He referred to the formation of the Officers' Association, but added that it was his aim to see a great united Empire organisation. He was attending conferences at Leicester in November therefore, and visiting Capetown in the spring.

THE MINERS' BALLOT.

London, Oct. 4.

The text has been issued of the miners' ballot form. The men are asked to vote either for or against the mineowners' offer cabled on 1st Oct.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

CAPTAIN DROWNED.

Singapore, October 6.

Captain Kearon of the steamer Kuching has been drowned, as the result of an attempt to rescue a child which had fallen into the sea at Tanjong Katong.

CARNIVOROUS PLANTS

ODOROUS FLY TRAPS AT
KEW GARDENS.

In one of the hottest divisions of the "T" green-house and the adjoining cool porch at the Royal Botanic Gardens, Kew, there can be seen just now many examples of carnivorous plants. All of these attract insects by some kind of lure, a bait of colour, or scent, or even only a convenient resting-place, then trap them, or lime them with a sticky secretion, and finally kill and digest them.

A large greenhouse is full of pitcher-plants, chiefly species of *Nepenthes*, from Malaysia, and *Sarracenia*, from the New World. Some are upright in pots, others are trained like vines against the sloping glass, and from all numerous pitchers depend. These are really modified leaves in *Nepenthes* carried on a long and flexible leaf-stalk, forms a curved handle, and in the *Sarracenia* without a stalk. The bottom of the pitcher secretes a juice which stupefies the insects, kills them, and slowly digests them. The nutritive juices then pass straight into the plant, and save it from the chemical business of building up protoplasm from inorganic materials. Some of the pitchers are bright green, other are flecked with brown or purple. The tip of the leaf usually forms a kind of lid, which serves several purposes. It keeps rain from filling the pitcher and so flooding out the insects or drowning the digestive juices. Its upper surface is often brightly coloured and serves as a convenient resting-place on which an insect, lured by sight or scent, alights to explore. Following the attraction, the insect creeps into the pitcher, is prevented from getting out by rows of recurved bristles, and soon drops down to join earlier victims in the bottom of the urn.

There are also some plants of the famous Venus fly-trap *Carolina*. The green blades of this plant are hinged and surrounded with spikes. The upper surface of the leaf has many little purple-stalked glands and sensitive hairs. A faint odour attracts the insect, which alights on the leaf. There is no sticky secretion, but within five seconds of the sensitive hair being touched the hinged leaf snaps together, entrapping the victim. The digestive juices are poured out, and the insect is slowly dissolved and absorbed. The leaf then opens, and the hard indigestible remains fall out.

ENGLISH INSECT-CATCHERS.

Even more interesting to English visitors are the examples of the species of *Butterwort* and *Sundew*, many of which are found in Great Britain, on boggy moors and heaths. The common *butterwort* or *butterworth* is a small plant with leaves shaped like those of a daisy, but smooth and hairless, and a manure flower carried on a slender stem. The *sundew* is a smaller plant with spoon-shaped leaves carried on the end of long stalks, and studded with little knobbed tentacles. Very little was known of them until a correspondent told Darwin that the leaves usually had many insects sticking to them. The great naturalist was interested, and began the set of observations and experiments which led to the famous book, "Insectivorous Plants."

There seems no doubt that both the *sundew* and the *butterwort* exude a secretion with an odour attractive to many kinds of insects, but especially to delicate flies. The insects alight on the leaves, and at once get entangled in the sticky fluid poured out by the knobbed glands. The more they struggle, the more smeared they become, and the juice seems to have a narcotic effect on them. Very soon, however, something else happens. In the *sundew* the tentacles slowly bend over, pressing their knobs on the fly until it is firmly held and almost completely covered. In one of the species, not found in England, the leaf is long and narrow, and rolls over on the fly. In the common *butterwort*, the edges of the leaf itself fold inwards, pressing down the fly. In another species there is a central furrow in the leaf, so arranged that the insect gradually sinks into it as it struggles. After a short time digestion is complete, the tentacles straighten or the curled edge of the leaf flattens out, releasing the remains of the insect, and the plant is ready for a new prey. In the sunlight at Kew yesterday afternoon the *butterworts* and *sundews* were catching flies—chiefly small midges.

NOTICES

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1850TELEPHONE
1741AGENTS FOR
CHUBB'S
LOCKS & SAFES.CASH
BOXESDEED
BOXES

INSURE

YOUR VALUABLES and PAPERS

By Using
CHUBB'S DETECTOR LOCKSTHE
BEST LOCKSIT IS EASIER FOR THE BURGLAR
TO BREAK THE DOOR
THAN VIOLATE A DETECTOR LOCK.

CHUBB'S

NEW PATTERN

LOCKING BAR

CANNOT BE

WRENCHED OFF.

MADE FOR

GODOWNS.

INFLUENZA

COLDS, CATARRH, &c.

In view of the prevalence of above, we are now manufacturing in our own laboratory from ingredients suggested by eminent medical authorities

NASALENE

Put up in two forms—Ointment and Spray.

These preparations we can thoroughly recommend as a prophylactic in INFLUENZA being easy and simple in use.

Ointment in pots or tubes... 60 cents.
Sprays Solution... \$1.00 each.
Sprays for Solution... \$2.50 each.

A. S. WATSON & CO., LTD.

Manufacturing Chemists, Hongkong.

FRENCH LESSONS.

G. MOUSSON,

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Large fresh Stock

OF

COCOA NUT OIL SHAMPOO

ALSO SELECTION OF HAT DYES

THE COLONIAL DISPENSARY

14, Queen's Road Central,

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THE LATEST REVOLUTION IN PUMPING

DWARF

IN SIZE.

GIGANTIC

IN CAPACITY

Two working parts only.

Entirely British.

Stock Carried.

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THE DRAGON MOTOR CAR COMPANY
THE EUROPEAN GARAGE

Agents in South China (Hongkong, Canton & Macao) for
**HUDSON, ESSEX, ARMSTRONG-SIDDELEY,
RUSTON-HORNSBY & DODGE BROTHERS
MOTOR CARS.**



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The Dragon Motor Car Co. is noted for the best
and most reliable cars and careful chauffeurs.

C. LAURITSEN, PROPRIETOR.

EXCHANGE.

(Opening Rate: closing Rate
on Page 11.
SELLING.

T/T	4/15
Demand	4/15
30 d/s	4/15
60 d/s	4/15
4 m/s	4/15
T/T Shanghai	Nom.
T/T Singapore	174 1/2
T/T Japan	138
T/T India	Nom.
Demand India	Nom.
T/T San Francisco	71 1/2
[T/T New York]	71 1/2
T/T Batavia	220
T/T Manila	Nom.
T/T Hongkong	10.55
Demand, Paris	Nom.

BUYING.

4 m/s. L/C	4/24
4 m/s. D/P	4/31
6 m/s. L/C	4/31
30 d/s. Sydney and Melbourne	4/31
30 d/s. San Francisco & New York	73 1/2
4 m/s. Marks	Nom.
4 m/s. France	11.15
6 m/s. France	11.35
Demand, Germany	73 1/2
Demand, New York	Nom.
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
On Yokohama	138
Demand, Manila	153 Nom.
Demand, Singapore	174 1/2
On Haiphong	Nom.
On Saigon	52
On Bangkok	52
Sovereign	4.85 Nom.
Gold per Tael	36.60
Bar Silver, ready	forward
Bank of England rates 7 1/2	forward
New York/London	forward

SUBSIDIARY COINS.

H'kong 50 cts. pieces	\$1.10 dis.
10	\$1.15 dis.
5	\$1.10 dis.
Canton subcoins	\$1.14 dis.

HEALTH HINTS FOR HOT WEATHER.

HOW TO SUSTAIN YOUR STRENGTH.

The most important thing for the sustenance of health and strength during the hot season is to keep your blood in good condition. Prolonged heat makes blood thin and watery, and thus throws the weakened system open to attacks of fever, diarrhoea, dysentery and other maladies. When the blood is anaemic, or impoverished, nervous ailments, dyspepsia, neuralgia and headaches result, and the whole body quickly gets into an unhealthy state.

THE ROBERT DOLLAR CO.

From SAMARANG, SOURABAYA, BATAVIA, SINGAPORE & SAIGON.

THE Steamship "LAKE FARRAR"

having arrived on October 6, from the above mentioned ports, consignees are hereby notified that they must take immediate delivery of same alongside, and all cargo impeding discharge will be landed at their risk and expense into the hazardous godowns of the Messrs. Frank Waterhouse & Co. Yau-mat-She-ter, and at consignees' risk.

NOTICE TO CONSIGNEES.

Consignees must produce an Import Permit before bills of lading can be countersigned.

THE ROBERT DOLLAR CO.

Operators U. S. Shipping Board. Hongkong, 7th October, 1920.

PASSENGERS DEPARTED.

Per s.s. Colombia, sailing Oct. 6th 1920.—Mr. E. Appel, Mr. and Mrs. E. Abraham, Mrs. D. Anderson, Mr. D. L. Blanton, Mrs. J. Bertoline, Master L. Bertoline, Miss E. Best, Mr. and Mrs. F. Barks, Mr. and Mrs. A. Barretto, Mr. G. A. Bena, Mr. Jose Briano, Mr. E. F. Berry, Mr. J. Belbouro, Major J. A. Crook, Mrs. E. Collier, Mr. A. C. Carrasco, Mr. E. P. Chandler, Mrs. A. Costes, Mr. O. Canzoso, Mr. A. Conrad, Mrs. G. W. Dyllotte, Mrs. J. J. Edwards, Miss W. Elliot, Miss M. Engstrom, Mr. Walter, Ford, Lieut. Col. M. Greer, Mr. E. J. Grist, Mrs. F. J. Hobson, Miss E. Huston, Mr. and Mrs. H. Haines, Mr. Dean J. Hanson, Mr. and Mrs. L. L. De Jongh, Mr. H. Lopez, Mr. P. M. Luce, Mrs. J. C. Logan, Mr. G.

You can depend

upon receiving prompt and courteous service when you place your order with The Queen's Dispensary for Drugs and Pharmaceuticals.

You can also depend upon our prices being the lowest, consistent with quality, which is our first care.

QUEEN'S DISPENSARY

Harper & Co., Ltd.
Tel. 492. St. George's Building.

NOTICE.

IMPORTS AND EXPORTS OFFICE.

PUBLIC HOLIDAY.

This Office will be closed for all purposes from 10 a.m. to 5 p.m. on Monday, the 11th October, 1920.

L. W. B. KWITH, Superintendent, Imports and Exports.

NOTICE.

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING OF THE SOCIETY

will be held in the City Hall, on Thursday the 14th October 1920, at 3.30 p.m., for the purpose of receiving the Annual Report and Accounts for the year ending 31st August 1920, electing office bearers for the ensuing year, etc.

R. J. PATERSON, Acting Hon. Secretary.

LESSONS IN CHINESE.

MR. L. H. FAN, Chinese Language Teacher, has been appointed to give lessons in Chinese to the students of the University of Hongkong. The lessons will be given on Monday, December 13th, 1920, at 10 a.m. in the Lecture Hall, University of Hongkong.

NOTICE.

"Matriculation, Senior and Junior Local Examinations."

Notice is hereby given that the above Examinations will commence on Monday, December 13th, 1920.

Forms of entry and all particulars can be obtained on application to the Registrar, The University, Hongkong.

Each entry form, duly filled in, must reach the Registrar together with the fee (Ten Dollars, Hongkong Currency) on or before October 16th, 1920.

Copies of past examination papers, including those set in July 1920, can be obtained from the General Office of the University. Price 50 Cents per copy.

N. TEESDALE MACKINTOSH, Registrar.

NOTICE.

HONGKONG GYMKHANA CLUB.

The Fourth Gymkhana Meeting will be held (weather permitting) at the Happy Valley on Saturday, October 9th commencing at 3.30 p.m. The charge for admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform half price.

The Committee invite the Ladies of Hongkong to be present.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

The Undersigned resumes charge from this date.

By Order of the Board, C. MONTAGUE EDE, General Manager.

Hongkong, 5th October, 1920.

BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE.

The Undersigned resumes charge from this date.

By Order of the Board, C. MONTAGUE EDE, General Manager.

Hongkong, 5th October, 1920.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

The Undersigned resumes charge from this date.

By Order of the Board, C. MONTAGUE EDE, General Manager.

Hongkong, 5th October, 1920.

NEW ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 14th Oct. 1920, commencing at 3.30 p.m. at their Sales Rooms, Duddell Street

A Quantity of Valuable Household Furniture

Comprising:—

Blackwood chairs, teapots, tables, flower stands & stools, tapestry covered couch & easy chairs, card table, writing tables, ornaments, pictures, brass tender & fire brasse, carpets, rugs etc. etc.

Teak extension dining table and chairs, teak sideboard with bevelled mirror, teak dinner wagon, occasional tables, teak overmantel, electric table fans etc. etc.

Double & single brass mounted iron & teak bedsteads, teak dressing table, washstand, chest of drawers, toilet set etc. etc.

Also

1 12-bore Sporting Gun

1 16-bore Sporting Gun

1 Motor Bicycle

On view from Wednesday, the 13th, inst.

Catalogue will be issued.

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

WANTED.

WANTED.—Englishman with 13 years' experience in Shipping, Correspondence and general office work, seeks position with Mercantile firm. No objection to outposts. Please reply to Box 454 c/o Hongkong Telegraph.

WANTED.—Britisher arriving in the Colony on or about the 8th instant desires board and residence; Hongkong side preferred. Address replies to Box 453 c/o Hongkong Telegraph.

FOR SALE.

FOR SALE.—Two Lancashire Boilers, length 23 feet, diameter of furnaces (two) 3 feet. Working pressure 100 lbs per sq. inch. Constructed by Messrs Lindsay, Burnet & Co., Govan, Glasgow. In good order and condition. Complete set of fittings with each boiler. Apply Butterfield & Swire, Hongkong.

FOR SALE.—Cheap. A quantity of New Wooden Boxes.—Apply Whiteaway Laidlaw, 24, Des Vaux Road, Hongkong.

TO BE LET.

TO LET.—Well Furnished Rooms or Flats, Kowloon. Immediate Possession, all conveniences. Apply Box 445 c/o Hongkong Telegraph.

THE CHINA SPECIE BANK LTD.

HEAD OFFICE: St. George's Building, Hongkong.

Chairman of Board of Directors Mr. Wong Shui Nam

Chief Manager—Mr. L. S. Holm

Asst. Manager—Mr. K. T. Wong

Foreign exchange and general banking business transacted.

Current, Savings, and Fixed deposits bear interests at rates 2%, 4%, and 5%, respectively.

L. S. HOLM, Chief Manager

NOTICE.

BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be closed for the transaction of PUBLIC BUSINESS on MONDAY, the 11th, October, 1920.

Hongkong, 6th October, 1920.

NOTICE.

THE CANON INSURANCE OFFICE LIMITED.

Shareholders are reminded of the Extraordinary General Meeting of the Members of THE CANON INSURANCE OFFICE LIMITED to be held on Thursday the 7th day of October 1920 at 12 o'clock noon at the offices of Messrs. Jardine Matheson & Co., Ltd., the General Agents of the company at No. 16, Pedder Street, Victoria Hongkong for the purpose of considering and if thought fit co-forming a Special Resolution the Resolution set out hereunder which was passed at the Extraordinary general Meeting of the Members of the Company held on the 21st day of September 1920:—

"That the new Articles contained in the printed documents submitted to the Meeting and for the purpose of identification subscribed by the (Chairman thereof be and the same be hereby approved, and that such new Articles be and they are hereby adopted as the Articles of the Company in substitution for, and to the exclusion of, all the existing Articles thereof."

Dated this 1st day of October, 1920.

JARDINE, MATHESON & CO., LTD. General Agents.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Saturday, the 9th, October, 1920, commencing at 11 a.m. at their Sales Rooms, Duddell Street

A Quantity of Consignment (Liquors)

On view now.

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

FOR SALE.

The U. S. S. SAMAR will be sold at the U. S. Navy Purchasing Office, No. 20 Wharfedale Road, Shanghai, China, by sealed proposals to be opened at 10 a.m. on December 20, 1920.

The SAMAR was built at Cavite, P. I., in 1885. Length 121 feet, Beam 17 feet, 10 inches. Mean draft 7 ft. Displacement when in commission 243 Tons.

The vessel will be ready for inspection on September 10th. Appraised value \$28,000.00 U. S. Currency. Further information and blank proposals may be had by applying to the U. S. Navy Purchasing Office.

MILNER'S SAFES

APPLY TO

LAMMERT BROS. Duddell Street.

FOR SALE.

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NOTICE.

The Undersigned resumes charge from this date.

By Order of the Board, C. MONTAGUE EDE, General Manager.

Hongkong, 5th October, 1920.

BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE.

The Undersigned resumes charge from this date.

By Order of the Board, C. MONTAGUE EDE, General Manager.

Hongkong, 5th October, 1920.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

The Undersigned resumes charge from this date.

By Order of the Board, C. MONTAGUE EDE, General Manager.

Hongkong, 5th October, 1920.

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By Order of the Board, C. MONTAGUE EDE, General Manager.

Hongkong, 5th October, 1920.

NATIONAL WAR MEMORIAL WANTED.

THE PYLON NIGHTMARE.

The truth about the National War Memorial is that we do not know what we want: all we know is that we have not got it, writes Mr. Willfred Whitten ("John O'London") in the Observer.

Schemes and dreams follow each other into a limbo of doubt, and if we do not quickly take counsel it seems possible that we shall end by erecting a memorial to the Memorials and none to the War.

Meanwhile hope cannot live in a vacuum, and this, I believe, explains the desperate proposal to symbolise our race and its victorious soul in a War monument whose design has no appropriate relation to either. The colossal Egyptian Pylon, with its flanking temples, which Sir Frank Baines has, with the best intentions and great skill designed for Hyde Park Corner, might have impressed Pharaohs who have long been "sold for balsam." But for us, what can it mean? to our children's children what will it convey? It is true that the disembodied spirit of British soldiers would be seen in "immense cloudy forms," a gigantic symbol of immortality would appear on the frieze, and on vast spades of this Nilotic structure, whose form and line is archaic and non-European, the outstanding incidents and lessons of the War of A.D. 1914-1918 would be figured in bas-reliefs! But if this is the best we can do to perpetuate the emotions and genius of the British people of today we had better admit the exhaustion of our art and the collapse of our own national sentiment.

THE EMPIRE WAY.

Happily we are in no such plight. If we do not know what we want it is because we hardly yet know what we feel. The nation's experience of the war was so enormous and passionate that attempts to collect and express it in material forms, may well be bewildering. There was the idea of the re-making of central London, the construction of a great Empire Way from Charing Cross and over the river by a magnificent bridge, with stately and symbolic adjuncts. That scheme will yet be revived on its merits; but one may admit that in such a plan the idea of a war memorial is more implicit than explicit, and that there may be a hunger for a single and isolated symbol which it does not satisfy. We heard much also of a great mausoleum church to be for ever sacred to the memory of the dead; but that dream has faded in the light of the thought that, after all, the churches which our soldiers knew and loved in their native places are the shrines in which their names should be hallowed. One memorial established itself as if by Divine miracle. The Cenotaph rose originally to be seen and revered on a single great occasion, but in one day it became for ever sacred and immovable. Here our dead were saluted by the captains and the kings; here the heart of the race glowed and trembled in the greatest moment of our history. It is reasonable, therefore, to expect that the new memorial should be a very second

memorial which seeks to express what is expressed by the Cenotaph. Yet we are groping for something more complex and more ambitious. If we fail, I believe it will be because we want to be too elaborate, and in a sense, too clever. This wise question was put the other day by The Times: "Have we, as a people, any affinities with symbolism at all?" Many may reply in the affirmative, but it is certain that any such feeling is new, patchy, uncertain, and undeveloped. A great objection to the Pylon design is that it sets out to produce two kinds of wonder, which are by no means necessary to each other and may not conspire to produce a single effect. They are the wonder of vast size, and that different kind of wonder with which symbols distract the common mind.

Hyde Park Corner is already a place of great and settled traditions. Its embellishments are consistent and beautiful, and the styles can never be reconciled with a structure which recalls the temples of Karnak and Luxor. And for a century this "spectacular mount" of London has been consecrated by other war and peace memories which ought never to be confused or overlaid. Yet by producing his astonishing design Sir Frank Baines has set us all thinking. I believe we shall succeed best if we try to think through the minds of our dead heroes, and through the average mind of the people. A monument of the kind contemplated ought certainly to be colossal, for otherwise it cannot correspond to the magnitude of the experience it records. But if colossal it should be simple and it should express something that we wish to express.

SYMBOLISM AND THE SERPENTINE.

The stupendous moral and military effort of the Empire, as distinct from its losses and sorrows, seems to be the idea that needs to be embodied in some great shape, and I am by no means sure that a frank resort to an old and accepted symbol would not, in the end, be best, leaving grandeur of design and colossal dimensions to give significance to the result. Let us suppose that our sculptors carved a lion on a scale never before seen on this planet, and that our architects designed a great pedestal. Place this lion high on the island in the Serpentine, where, with up-lifted head, under London's widest sky, he would face the sunrise, and be silhouetted against the evening light, alone majestic and unique. The trees would grow about the monument, and the water would surround and reflect it. On the pedestal would be visible the simple inscription "1914-1918." Such a memorial to the strength and magnanimity of our race would have at least this merit—surely the chief one—that it might be trusted to appeal to the greatest number of people during the longest period. And if I am told that the idea is stale, I am content to reply that it is national, and that our national virtues are not staler. It would I swear, be better than a Pylon recalling the dusty rites of Osiris and Ra and Tum.

In this changeable weather
Beware of a chill—

Garry a phial of WATSON'S COLD CURE TABLETS.

A sure preventive.
A speedy cure.

Price per phial 60 cents.

A.S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 7, 1920.

THE CHINA COAST DISPUTE.

For some time past it has been known that fresh demands have recently been made on the Indo-China Steam Navigation Company and the China Navigation Company by the China Coast Officers and Engineers' Guilds, and the nature of these (chiefly an all-round increase in pay) were disclosed yesterday by the Hon. Mr. John Johnstone at the shareholders' meeting of the former Company. The wisdom of this course cannot be questioned, in view of the fact that the Guilds have been sounding members as to whether they are prepared to insist "to the uttermost" on these demands—in other words, whether they would be prepared to go on strike in order to secure their concession. Such a contingency would very naturally affect the business community, the general public and the shareholders of the Company, and for that reason it is well that the nature of the dispute were publicly made known. The attitude of Directors of the Indo-China Company is that a halt must be called to the continuous demands made by the Guild, that the stability of the Company may be strained to breaking point if fresh concessions are made, and that in view of future uncertainty in the shipping world it is essential that the Company should build up its reserves so as to be able to face rainy days, and not go on indefinitely incurring permanent fixed charges. That attitude has been endorsed by the shareholders, as was evident from the speeches delivered at yesterday's meeting.

Now, whilst it would be unfair and impossible to come to a final judgment on the merits of the Guilds' demands without first hearing the latter's observations on Mr. Johnstone's speech, there are, nevertheless, a few points of importance which are worthy of emphasis at this stage. For example, it is undisputed that very material concessions have been made to the men in recent years, and in this connection mention may be made of the fact that the 20 per cent. war bonus has been incorporated in their pay; a pensions scheme has been devised and put into operation, and so far as the married seafarers go privileges have been granted which were undreamt of say ten or fifteen years ago. Figures are often double edged weapons, which can be used with effect in support of whatever contention is in hand, but, in spite of that, some of those mentioned by Mr. Johnstone are worth noticing, and until they are shown to possess other values, they can well be utilised to support his case. Mr. Johnstone does not seek to hide the fact that the men in 1910-14 received a larger percentage of the earnings and net profits of the Company than they did in 1919, but what he says stress on is that whereas the total wages paid in those former years came to £66,593, by 1919 the wage bill had risen to £248,788, which, by other concessions, reached a permanent total increase of over £266,000. In other words, four times the figure first quoted. And in three of those pre-war years the shareholders got no return at all, whilst in the other two the dividends were by no means large. There are, of course, many factors to be taken into account when considering figures like these, and perhaps the fairest method would be to give the average wage per man in their respective classes during these periods. The Guilds, or one of them at any rate, speak of recent concessions as "meagre," but on that point it will be illuminating to hear what they have to say in answer to Mr. Johnstone's assertion that, after allowing \$100 for expenses (excluding messing, which is provided) a Junior Second Officer, with the dollar at 4s., would be able to remit home £27 monthly, a Junior Chief Officer over £35 and a Junior Master £71. On the face of things, that hardly looks as though the men were underpaid.

We can quite easily see the Company's standpoint that there must be a limit to these constantly recurring fixed charges. Its argument is that there is, in view of new competition, the necessity of strengthening the fleet, the increased running charges and the permanent increases in pay, every prospect of a return to pre-war conditions in the near future and that as there is no possibility of the present high rate of earnings continuing, there would be grave risk of crippling the Company if further heavy recurring costs were added now. In other words, realising that in pre-war years they made practically no return to shareholders, they want to know how the Company can possibly be kept solvent if there is a return to old earning conditions whilst at the same time fixed charges have become quadrupled. That is a point on which the Guilds would do well to concentrate in their reply to Mr. Johnstone. The latter has, at any rate, cited facts and figures to show that the men's demands cannot reasonably be met, whereas, if all the correspondence has been disclosed, the Guilds have made no effort whatever to substantiate the justice of their demands. They now have an opportunity of dealing with the points which Mr. Johnstone has especially emphasised, and if they wish to secure popular support they will not delay in putting their case clearly before the public.

NOTES & COMMENTS.

INTERPORT CRICKET.

Yesterday we had a few words to say on the subject of choosing the team which is to represent Hongkong in the forthcoming Interport cricket matches. We were going to say a good deal more than we did, but owing to the lengthy report of the Indo-China meeting we were compelled to leave over several other things as well. Our object in referring to this matter is to do away with any possibility of "grousing" on the part of Clubs which are not so prominent as the Hongkong Cricket Club. The point to be kept in mind is that the team must be representative, in the fullest sense of the word. The three gentlemen mentioned at the meeting of the Cricket Club are known to be thorough sportsmen and we have every confidence that they will discharge their task of selecting a team without bias. But it is a choice that should not be left to members of one Club. The selecting Committee should be as representative as the team—that is if there are going to be avoided recriminations and unpleasantness. Let us look at how the tennis team is being fixed. When the Shanghai Lawn Tennis Association asked Hongkong to fix up an Interport engagement it made a point of emphasising its wish that the team chosen should be representative of the Colony rather than of any one Club. That wish is being respected, for there has been appointed a Selection Committee—the only reasonable thing that could be done. We want the same policy followed in connection with the cricket; fixture and we suggest that without delay that representatives of all the Cricket Clubs in the Colony be got together for the purpose of appointing a Selection Committee, whose business it shall be to keep its eyes on aspiring players and finally to choose the team. That would be fair to everybody; in short, it would be "cricket."

We notice that in the list of names of the men who are taking part in next Saturday's trial match are the names of several men who belong to Clubs other than the Hongkong Cricket Club and whilst that is extremely satisfactory one has to remember that the final selection will eliminate all but eleven players and, say, two reserves. Hongkong has more good men than there are places for, and it is not fair to put upon three men, all from one Club, the burden of the final choice. Nor is it fair to the other Clubs. We do hope that our point will be appreciated before it is too late to do anything.

THE VOLUNTEER CAMP.

The announcement that we were able to make yesterday that the Lower Camp is to be opened on November 27, did, we think, come as an agreeable surprise to many members of the Volunteer Defence Corps, for it was believed by many that a Camp would not be possible this year. It is a pretty open secret that the majority of the younger men in the Corps have joined not so much because they are fired with a patriotic desire to be of military service to the Colony in case of need, but in order to get the benefit of a few days' stay in the country, away from a time from the usual run of things in Hongkong. It may be that it is a hankering after the rough and ready conditions they went through during the days of the late war; it may be a desire to get a few days "off"—at any rate it is a healthy desire and we welcome it for that reason. The Ordinance states that there need be only a minimum attendance of three days, but we know that a good many of the men will want to put in longer period if possible. During the war, when staffs were small, it was arranged that men of the Defence Corps could put in their six days over a number of week-ends, but we think that firms will not be so insistent now on such a procedure. The men should have the time off when it is most convenient to the Corps. If employers will co-operate in that matter it will do much to popularise the Corps, the strength of which is still much below what one would like to see.

SATURDAY'S GYMKHANA.

Provided it is favoured with fine weather, Saturday's Gymkhana should prove to be one of the most successful ever yet held. Not only has there been a record entry, but, owing to the very close position of the two leading ponies, contesting for the Gymkhana Stakes, interest is

DAY BY DAY.

A PURE CONSCIENCE MAY DEFY SILLY GOSSIPS.

Mr. E. J. Grist left by the Colombia yesterday.

One British imported case of enteric fever was notified yesterday.

The anniversary of the birthday of Confucius falls due to-morrow.

To-morrow, according to the Chinese calendar, is the festival of Han-Ju ("Cold Dew").

By the Colombia, Mr. D. J. Hanscom left yesterday for Shanghai, where he will be stationed as Assistant Far Eastern Manager of the Admiral Line.

The contents of Hongkong reservoirs on October 1st totalled 2,093.46 million gallons, against 2,030.39 million gallons on the same date last year. At Kowloon, the contents were 374 and 352.50 million gallons respectively.

The British vessel Ping Seng (Captain Matthews) arrived on Tuesday morning at 3.30, to be repaired by the Kwong Tak Cheong firm. She is of 350 tons and is an old vessel. It is stated that she will be sold to Chinese here.

We understand that Mr. McL. Messer is returning to the Colony from furlough early in November, and that on his return the Hon. Mr. D. W. Trautman, Colonial Treasurer, will revert to the post of Superintendent of Imports and Exports.

A Peking telegram to hand yesterday states that the Ministry of Communications has decided to recommence the building of Canton-Hankow and Szechuen Railways, and if the Bank Group refuses to continue the old agreement, some other means must be found to raise the necessary funds.

Despite the inclement weather, the open-air dance and supper at the Club de Recreio on Tuesday night proved a complete success. After successive showers of rain, gangs of coolies four times dried the splendid dancing floor which had been specially laid for the occasion, whilst there were over 120 ladies present and they all remained to the end, supper being held in the open-air at 12.30 a.m.

A mishap which might have resulted in serious consequences but for the prompt action of the Police, took place amidst the general interest shown in the finish of the Harbour Swim yesterday. The press of spectators on Murray Pier produced too great a strain on the timbers. Suddenly a loud crack was heard, and the spectators were seen to hurriedly jump back from a number of timbers that had given way. Fortunately no one was involved in the breakage, and the prompt action of the Police in pressing back the crowd from the Pier no doubt prevented a total collapse of the structure.

A Chinese medicine hawker who carried on his business on the Kowloon steamers was this morning brought up before the Magistrate in connection with the offence of having in his possession two small swords without the usual permit from the Police. The Chinese stated that he was a boxer (?) and the weapons were used for the purpose of displaying his prowess. The Police, however, where less credulous of his attainments. They gave it out that he was a juggler, pure and simple. The weapons were ordered by the Magistrate to be confiscated from the defendant who was then discharged.

running high in the main event. Earlier gymkhana meetings this season have brought out the fact that the attendance at these functions is larger than was the wont a few seasons ago, and it is confidently expected that there will be big cash sweep and pari-mutuel dividends on Saturday. Our correspondent "Wireless" has, we think, very materially assisted in increasing an even larger amount of public interest. In another column of to-day's issue will be found yesterday morning's times.

ROSEMARY AND RUE.

(BY "TONY.")

ANNIVERSARY.

Pascheendale, 4th October, 1917.

VANITY.

Most of us are afflicted with that very human weakness—vanity. It is graded—nice or nasty—according to the nature or the disposition. The most unassuming or diffident of men have a strain of it in them. Pompous and prosperous persons with protruding paunches exude it; and pink-faced curates have been known to possess nearly as much of it as a woman. And that leads up to the essence of vanity—woman's eternal weakness. She will hate another woman whose frock is a little more fashionable, a little more expensive—than her own. And, however much she dislikes another's creature's hat, it will be, "Oh, it's perfectly lovely, my dear," while all the time she thinks how much nicer she looks in her own. Women tacitly acknowledge their vanity by using little vanity bags, through the medium of which they may surreptitiously powder their noses. Take that modest creature, the journalist. He is frequently too hard up, or pretends to be, to join in the sartorial chase of fashion. Possibly he does not care a pot of raspberry whether his collar is of the Arrow brand or a plain up-and-downer, or whether his shoes are brogues or bulbous American atrocities. But tell him how much you enjoyed reading his last article and his face will positively shine with satisfaction like that of a kid with a ripe persimmon. But suggest to him, or better still tell somebody else, what a lot of muck you thought it was and you will make a life-long enemy. Aye, vanity. Its influence is legion. It is rooted in us in a thousand sinuous ways. And mankind (and womankind) delight in it and love it. But it is not without its advantages, for by its aid we are able to examine ourselves and to realise what confounded hypocrites we are.

DUST.

Passing along Wyndham Street we became aware of a tickling in the throat, our eyes were smarting and we were compelled to gag ourselves with our handkerchiefs. An enormous cloud of dust came vollying out from an ancient and tottering building which was in the process of demolition. We were too busy coughing and spitting to swear and in imagining the atmosphere filled with every kind of germ known to science. Possibly we were partly right, and the accumulation of years of dust from long untouched corners may have released numberless minute creatures which magnified, would have assumed fearful and horrible shapes. We hurried along, coughing and spluttering and ferriedly wishing that we might, at an early day, heartily join in the "dust to dust" ritual on those who were responsible for such a menace to the public health.

FAME.

The Lyon of the hour—the winner of the 220 yards Swimming Championship of the Colony.

NO MAN'S LAND.

You come suddenly to the trenches in Happy Valley. Running through a small wood with high and serviceable parapets, they curve through the centre of a junction of roads. Here is a lovely machine gun position from which the converging approaches could be swept with Lewis gun fire; there, an old pipe makes an excellent firststep; and in places there is every appearance of newly-commenced dug-outs. The scene reminds you forcibly of the well-remembered but fed-up days in shattered Flanders, when you greedily ate your bully beef liberally flavoured with mud.

Holding your chin in your fingers you contemplate the scene of upheaval with a retrospective eye. For the moment you are back in the Valley of Desolation, when good old pals—Jocks, Tommies and Diggers—passed out of your ken into the unknown. You remember the time when poor old Shorty and Bill stood smoking in just such a piece of trench as that and—There is a roar of explosion and pieces of earth are blown into the air. You duck instinctively from past practice. It is the coolies blasting inside the trench. You stop a moment, indignantly at this attack on your nervous sys-

tem, and feel inclined to follow their example. From the distant hillside a muffled roar, like the fire of a 3.3, tells of more blasting. The warning boom of a motor car forces you to step quickly aside into the trees that line the road just in time, as the car passes swiftly along a road barely wide enough for a single vehicle. You mutter a curse on the authorities for not closing such a dangerous spot to traffic. Then you continue your walk, picking up the threads of the episode of what happened to Shorty and Bill.

PAN GONE TO POT.

Custom and superstition die hard. In these days of enlightenment and education it is difficult to conceive how superstition can survive. And yet there are still people who believe in the luck of the proverbial horseshoe or have ominous forebodings concerning Fridays. But look higher to the universities and high schools and to people of culture who ought to know better, who still cling to the inclusion of the teaching of mythology. It cannot be because these useless legends are beautiful or really enjoyable. But it is evident that a vein of superstition still runs in most of us that calls for indulgence in morbid literature masquerading under the name of the classics. Take the god Pan, together with all his horrid trappings, his hoofs and weird pipes and his general beastliness. Is there any real pleasure in the reading of him? Or the impossible Persius with his winged sandals and the helmet that rendered him invisible so that he might slay the Gorgons—the three bags—with but a solitary eye and a tooth between them? To include such absurdities in modern education is not only laughable but foolish, for they crowd out new and practical forms of education which might be of benefit to us in these days of strife and war debts. In the name of common sense, do we honestly wish to read or hear of such nonsensical characters? If the fable of Jonah and the whale or the fallacies of Moses are now turned curiously aside, it is time mythology is relegated to the dustheap of useless things. This is an age of stern necessity. When we need life and energy in our every system, the resolute abolition of mythology, the dead languages and similarly lifeless things that are productive of nothing in particular, should give place to something better. And in these times of precedence when effete systems have gone into the melting pot of change, there too should go Pan and all his classical br ther and sister characters in mythology. It is possible that the joke may be turned on me by the declaration that it is a case of pot calling pan black. But the fact remains: you cannot make black white.

AFFINITY.

How strange it is that some men still believe The human race is allied to the ape; And they rejoice to think that lovely Eve Derived from simian forbears her sweet shape.

Perhaps it's like the old old hackneyed fable, When Reynard stood beneath the bunch of grapes, A-slavering to reach them but unable. So is it with the theorists of the apes.

ASPIRATIONS.

The organisation of the Kowloon Residents' Association is becoming a veritable Samson. But as it increases in strength it must beware of its enemy Delilah and resist the blandishments which it will inevitably encounter. At the recent meeting the President put forward the excellent idea of creating a Kowloon Municipal Council with an official majority, subject to the Governor's veto, to celebrate the Peninsula's Jubilee under the British flag. But why perpetuate the Sanitary Board idea? Let us have a Council with some semblance of executive authority, even if it is only on a small scale to begin with, and to show what good work can be done by this very excellent organisation. Now, Mr. President, some of Singapore's embryonic politicians held a mock Town Council last week. And if the K. R. A. seriously aspires to the formation of a municipality, why not follow Singapore's example and get in a little practice in preparation for the more serious work ahead? Get to business, and let us hope it will not turn out a foot.

TODAY'S MISCELLANY.

The Army and Navy Up-to-date equipment for the child is a most important matter. If criminals have motor cars the police must have them too. The list of "unsolved mysteries" is not likely to grow less until every handiwork on earth is detected—and there are many of them—has been scrapped. Taken all round, our forces of police are zealous and well-mannered. But their keenness blunted by adherence to old-fashioned ideas and methods in detection of crime?

Commenting on the number of women seen on the grouse moors this season, a contemporary refers to women game shots as quite a modern innovation. Yet there is a game licence extant (now in the possession of Lord Howard de Walden) granted by King Henry VIII. on May 31, 1541, to Anne, Dowager Countess of Oxford. This empowers her to invite friends to kill game with cross-bows or hand-guns in any part of the realm provided that these shooting parties took place only when the Countess herself was present. The privilege—at first granted *cum* under the Royal prerogative—was naturally resented by other landowners, and the Countess and her shooting guests were threatened with prosecutions for poaching. Whereupon she induced the King to give her a formal permission in writing and to confirm the document by letters patent under the Great Seal of England.

Sir Eric Drummond's purchase of the Hotel National, Geneva, on behalf of the League of Nations (writes a correspondent) set me hunting through a book, "Hotels, Pensions, and Mountain Railways of Switzerland," picked up when holiday-making in that country ten years ago. This bulky volume (it is 18 inches broad and nearly half as long) yielded nothing of interest about the Hotel National; but some of the other notices—apparently drafted in English by the hoteliers themselves—proved a delightful reading. The Hotel Simmenthal, Zweisimmen, claims to be "known by cooking and drinking (Specialty brolets). Carriages in the hotel for desire," whilst the Hotel de Couronne, Argentiere, has "carriages, guides, and mules in the hotel." Scenery is the chief attraction offered visitors to the Schloss Hotel, Spiez. "Even if one doesn't know if there is to be preferred picturesque landscape or the grandiose high mountains and then it is again the changing, richly-formed foreground which makes the whole to a unique, the senses so refreshing landscape."

This ought to prove an important and inspiring anniversary for the persevering people—including at least one lady—who are going to attempt to swim the Channel when the weather improves. It was on August 25, 1875, that Captain Matthew Webb, who had failed a fortnight before, reached Calais, having dived the previous afternoon from the Admiralty Pier at Dover. Webb, the son of a Shropshire surgeon, was a sailor of baroncal physique and "breadth of beam," as he called it, who could not possibly have been packed into the same taxicab with Mr. Gilbert Chesterton without the aid of a steam rammer. He owed his success mainly to sheer strength and endurance, but partly also to a favourable set of tides. He had anointed his body with a noxious compound of grease and porpoise oil, used the breast stroke, turning on his back when he wanted a rest, and was sustained during his twenty-two hours swim by a remarkable mixture of cod liver oil, beef tea, brandy, and strong old ale; but towards the end he took black coffee to keep himself awake. Webb's triumph proved to be a personal misfortune, for he was ruined by popular adulation, and he was a broken man both physically and financially when he attempted the too-hardy feat of swimming the rapids of Niagara.

SLOWLY WAY SURROUNDED.

After the French fleet's retreat had gone through the Panama Canal at New York, the fleet of two slow-moving vessels, the "Venetian" and the "Sardinia," were the last to leave the strait, and they were surrounded by the fleet of the United States Navy.

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KING OF THE

CORRESPONDENCE.

(To the Editor of the "Hong Kong
Telegraph.")

GARAGE CHARGES.

Sir,—I feel that the cheap sneer of "Ajax" in your issue of the 5th inst. should not pass without comment. In the first place, the style adopted by "Ajax" when someone has the temerity to disagree with him is a very objectionable form of journalism. Moreover, on "Ajax's" own showing, "H. C. L." was perfectly correct when pointing out the error in the statement about the cheapness of car hire in Hongkong as compared with the Straits and the Dutch East Indies. Likewise "Ajax" is a little hasty in dismissing the question of exchange in such an airy manner, since it must be borne in mind that the car and materials are imported and usually from the same source of supply. Reference to exchange quotations for the last year will show that the Straits garage has had to pay 30 per cent. to 100 per cent. and the Dutch East Indies 100 per cent. up, more than the Hongkong garage in their respective currencies for cars, etc. This much more than balances the higher wages, etc., of Hongkong, as regards the oft-told tale of this Colony's roads, it is about time that people realised that beyond a small increase in running cost this tale is only camouflage for *Syncretism, But Driving and Inferior Materials.*

Yours etc.
ANOTHER H.C.L.

THE A.D.C.

FORTHCOMING
PRODUCTION.

A large number of ladies, as well as leading members of the Chinese community, are actively engaged in the disposal of advance tickets for the forthcoming A.D.C. production, which will be given on 29th and 30th inst. in aid of the Famine Relief Fund.

Booking for holders of these advance tickets opens at Moutrie's on Wednesday, 20th inst., at 9 a.m., two days ahead of general booking, which commences on Friday, 22nd inst.

A big demand is anticipated for these tickets owing to the very deserving nature of the charity; and those who wish to avail themselves of this opportunity are advised to do so without delay.

A limited number of such tickets can now be procured at Moutrie's, or by applying direct to Mr. C. Blaker (Messrs. Gilman & Co.), who is supervising their distribution.

CRICKET.

INTERPORT TRIAL MATCH.

The following teams have been selected for a trial match to be played on the Hongkong Cricket Club ground on Saturday next, 9th October, at 2.15 p.m.

"A" Team.—W. C. D. Turner (Capt.), Capt. Oliver, Major Edwards, G. B. Sayer, General McNaughton, F. J. de Rome, Lt. Franks, C. Blaker, A. E. Wood, A. A. Rumbold, Lt. Hammond, Col. Bowen, W. D. Wilson.

"B" Team.—R. Hinecock (Capt.), R. E. D. Bird, Capt. Davies, Capt. Harris, E. B. Reed, Capt. Spink, J. Stalker, Capt. Gray, T. E. Pearce, Major Bagnall, K. B. Macmillan, J. P. Briggs, B. D. Evans.

MIDDLE CLASS EDUCATION.

FORTHCOMING TESTS OF
ITS EFFICIENCY.

The Civil Service Commissioners, who are responsible for testing the qualifications of candidates for appointments of any grade in Government offices, are preparing for a public examination on a scale which has no precedent in the history of the Commission.

It has been intimated to the thousands of persons of both sexes who have been temporarily employed under the Ministry of Munitions, Ministry of Pensions and other Government departments in connection with the war that all who desire to continue in their employment must in October submit themselves for a test examination such as would be required of ordinary candidates for lower grade position in the Civil Service.

PROSPECT OF DISMISSAL.

Owing to its being necessary to maintain a larger clerical staff in some Government offices than was required before the war, it is not proposed to dispense with all the "war workers," but a very large reduction is now imminent. For some time past there has been consternation in the army of these temporary Government servants over the prospect of early dismissal, and the news that all, with the exception of married women, who pass the forthcoming examination will be retained as permanent Civil Servants has relieved the minds of thousands of these wage-earners who have any confidence in their abilities. Also there is an optimistic anticipation that those who have somehow been "pitchforked" into positions of authority, carrying special rates of payment, and have proved themselves incompetent, will find their level and their places will be filled by proper promotion.

As a considerable number, lacking confidence, have decided not to attempt the examination, it are not desirous of permanent clerical employment, the Civil Service Commissioners will not require to examine as many as 10,000 candidates or more, but it seems probable that the number will far exceed 1,000.

THE CLERKSHIP TESTS.

Apart from the extraordinary number of candidates, the examination, if it is not to be a merely nominal test, will prove remarkably interesting as a means of obtaining information as to the average standard of education and intelligence existing among the middle class of this country; those whose education, owing to their position in life, has not interested the education authority, and therefore, in many cases, is not up to the standard of men and women who have attended council schools. The subjects in which candidates will have to pass for clerkships, as distinguished from "assistant writing ships," will be required to qualify

are writing, and "general knowledge."

"Coaches," whose assistance has been sought by a large number of those who are energetically preparing for the ordeal, have already met with surprising revelations of the ignorance of some of their pupils, while they have also been impressed by the earnestness with which these, especially the ladies, are endeavouring to acquire the necessary knowledge in the limited time at their disposal.

NEW "PONS ASINORUM." Ladies, many of them daughters of professional men, some of middle age (there is no age limit), who have found difficulty in adding up a grocer's book correctly, are wrestling with the rudiments of arithmetic, and, for the first time in their lives, reading the daily newspaper with interest, with a view to the "General knowledge" subject, which threatens to be as dangerous a stumbling block as it has often proved to many an examination candidate to whom vulgar fractions, or even, the first four books of Euclid, would be child's play.

If the opportunity afforded by this examination could be utilised, not only for the purpose of weeding out temporary Government clerks, but also for arriving, with some definite object, at an idea of the educational standard of the class of men and women who will be examined, the Commissioners could throw an interesting light on the great subject of education, possibly with beneficial result.

COMPANY MEETING.

CANTON INSURANCE
OFFICE.

Shareholders in the Canton Insurance Office were called to an extraordinary general meeting which took place at noon to-day, in the offices of Messrs. Jardine Matheson and Co., under the chairmanship of the Hon. Mr. John Johnstone. There were present Sir Robert Ho Tung, Messrs. G. W. Barton and T. E. Pearce (Consulting Committee), F. C. Hall (Acting Secretary) and the following shareholders:—Messrs. A. Murdoch, D. V. Stevenson, J. Bell-Irving, J. Arnold, Ho Leung, and Lo Man Hin.

The Chairman:—It being past the hour for which this meeting was called, I will call on the Secretary to read the notice convening the meeting.

The Secretary having read the notice, the Chairman continued:—Gentlemen,—This Meeting is called in order to confirm the resolution which was passed at the Extraordinary General Meeting of the Company held on the 21st ultimo, having for its object the adoption of the revised set of Articles, copies of which have been open to the inspection of shareholders. I do not think that it is necessary for me to say anything in explanation of this resolution and with your permission I will now put it to the meeting. I now propose:—

"That the Resolution passed at the Extraordinary General Meeting of the Company held on the 21st September 1920 That the new Articles contained in the printed document submitted to the Meeting and for the purpose of identification subscribed by the Chairman thereof be, and the same are hereby approved, and that such new Articles be, and they are hereby adopted, as the Articles of the Company in substitution for, and to the exclusion of, all the existing Articles thereof be confirmed as a special Resolution."

Seconded by Mr. J. Arnold, the resolution was carried unanimously.

The Chairman:—That is all the business, gentlemen, I thank you for your attendance.

FIRE STATION.

THREE MOTOR ENGINES
FOR KOWLOON.

Work on the new Fire Station at Kowloon is proceeding apace, and on its completion we learn that it is the intention of the authorities to transfer two of their four motor fire engines to the mainland. Another engine to be attached to the new station is now on order from England. These new appliances should be most welcome to the firemen of the district who in the past have had to make the best of an antiquated steam engine in Yau-ma-tei, the only one of which the whole Peninsula can at present boast.

Within a year's time, work will be commenced on the erection of Hongkong's new Central Fire Station, the site for which has been decided upon. It will be located on the piece of ground opposite the Central Market which is now occupied by the "Wo Fong Theatre and other buildings. The plan of the P.W.D. is to erect a spacious building which will in addition furnish office space for the Secretariat for Chinese affairs and other Departments.

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Monteagle	Dec. 31	Jan. 24
Empress of Asia	Jan. 13	Jan. 31
Empress of Japan	Jan. 19	Feb. 9
Empress of Russia	Feb. 10	Feb. 23
Empress of Japan	Mar. 15	Apr. 3
Empress of Asia	Mar. 31	Apr. 18

Passengers for Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far as advance as possible, their departure from the Orient. Trade conditions on the Atlantic are so subject to change as to make it inadvisable to book passage until the date of departure is known. Frequent sailings from Montreal, New York, London and Liverpool. Passage tickets covering all such routes will be forwarded.

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Takima	N. Y. K.	Oct. 8
Bearn	M. J. C. J. L.	Oct. 8
Euryphus	B. & S.	Oct. 8
W. Hepburn	R. D. Co.	Oct. 9
Harold D.	R. D. Co.	Oct. 9
Helenus	B. & S.	Oct. 9
Madison	F. W. & Co.	Oct. 10
L. Farrar	R. D. Co.	Oct. 10
Titan	B. & S.	Oct. 11
E. Trader	S. & D.	Oct. 11
Moriska	M. N. Y. K.	Oct. 11
Cadaretta	R. D. Co.	Oct. 12
Iconium	A. L.	Oct. 12
Vinita	L. A. Co.	Oct. 13
G. Apcar	P. & O.	Oct. 13
Santor	B. & S.	Oct. 13
Eldena	P. S. Co.	Oct. 15
Melville D.	R. D. Co.	Oct. 15
Matoppe	B. L.	Oct. 15
Nile	F. W. Co.	Oct. 15
Dunera	P. & O.	Oct. 15
Bearn	J. C. J. L.	Oct. 15
Dakar	M. N. Y. K.	Oct. 16
Nankin	P. & O.	Oct. 16
Tosa	M. N. Y. K.	Oct. 17
West Jena	S. & D.	Oct. 17
Mishima	M. N. Y. K.	Oct. 18
Teiresias	B. & S.	Oct. 18
Teiresias	B. & S.	Oct. 18
Woonsocket	S. & D.	Oct. 20
Nikko	M. N. Y. K.	Oct. 20
Tenzer	B. & S.	Oct. 20
West Jena	R. D. Co.	Oct. 21
E. of Russia	C. P. O. S.	Oct. 21
Taiyuan	B. & S.	Oct. 21
Keemun	B. & S.	Oct. 21
Wakasa	M. N. Y. K.	Oct. 22
Kashgar	P. & O.	Oct. 22
Abercos	A. L.	Oct. 23
Tyden	B. L.	Oct. 24
Monteagle	C. P. O. S.	Oct. 26
Felous	B. & S.	Oct. 26
Tenyo	M. T. K. K.	Oct. 28
Eldridge	A. L.	Oct. 29
Eldon P.	S. T. Co.	Oct. 29
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W. Hinton	L. A. Co.	Nov. 4
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Laisang	J. M. Co.	Oct. 8
Yatoro	M. N. Y. K.	Oct. 8
Kamakura	M. N. Y. K.	Oct. 9
Tomura	M. N. Y. K.	Oct. 9
Taksang	J. M. Co.	Oct. 9
Teon	B. & S.	Oct. 9
Lian	B. & S.	Oct. 9
Kaifong	B. & S.	Oct. 9
Chipshing	J. M. Co.	Oct. 10
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Novara	P. & O.	Oct. 13
E. Crown	S. & D.	Oct. 14
Eastern	P. & O.	Oct. 14
Sinkiang	B. & S.	Oct. 14
Hailong	D. L. Co.	Oct. 15
Loongsang	J. M. Co.	Oct. 15
Aki	M. N. Y. K.	Oct. 16
Tjilatjap	J. C. J. L.	Oct. 16
Hokuto	M. D. & Co.	Oct. 19
Tjiboda	J. C. J. L.	Oct. 19
Inaba	M. N. Y. K.	Oct. 21
Takada	P. & O.	Oct. 21
Nellora	P. & O.	Oct. 24
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PERSIA MARU	9,000	Dec. 2nd.
KOREA MARU	20,000	Dec. 17th.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,
MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
SEIYO MARU	14,000	Nov. 9th.
TOKUYO MARU	3,500	Dec. 9th. Cargo only.
KIYO MARU	17,200	Jan. 10th.

For full information regarding passengers, freight, and sailing apply to:-

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
Messrs. T. E. GRIFFITH, LTD.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA HONOLULU, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Oct. 31st. Nov. 6th. Dec. 4th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, Acting. Freight and Passenger Agent.
Princo's Buildings. Ice House Street.
Telephone, Passenger Dept. 1934.
Telephone, Freight Dept. & Agent. 2151.

STRUTHERS & DIXON, INC.

Operating Far Eastern services on account of the
UNITED STATES SHIPPING BOARD.

ALSO

Amalgamated with GREEN STAR LINE.

COSMOPOLITAN SHIPPING Co. NEW YORK.

Operating Baltimore via Panama Service to the Far East.

TO MANILA.

"WEST JENA" ... 5th October.

TO SAN FRANCISCO.

"EASTERN TRADER" ... 11th October.

TO SEATTLE.

"WEST JESSUP" ... 17th October.

TO NEW YORK & BALTIMORE.

"WOONSOCKET" ... 20th October.

Through Bills of Lading issued to all U.S. and Canadian

Overland Common Points.

HONGKONG OFFICE:-1st floor Forwell's Building, 11, Des Voeux Rd., Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For Boston & New York.

"CELTIC PRINCE" VIA PANAMA CANAL, on or about 18th Oct.

Steamers proceed VIA SUEZ OR PANAMA CANAL at Owners' option.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

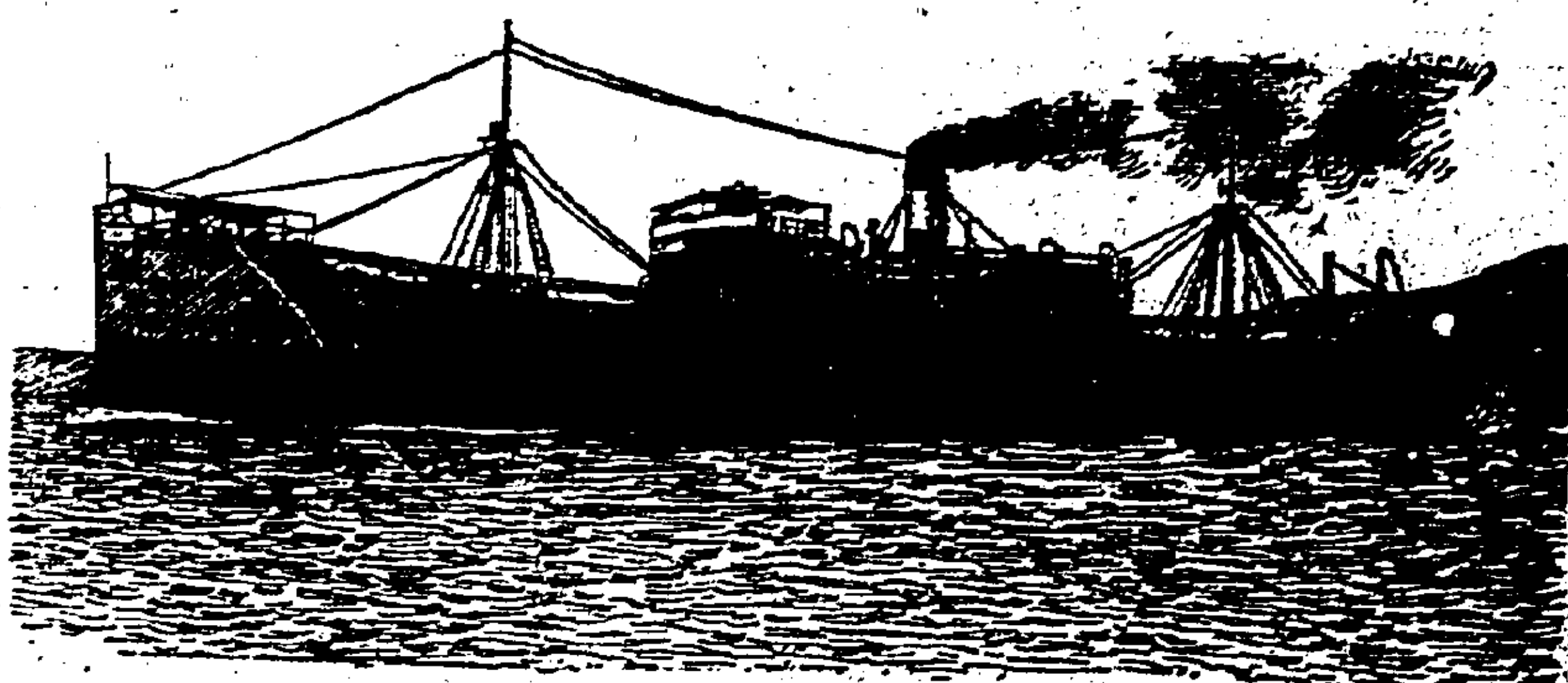
Agents.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition;
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C., M.I.N.A. KOWLOON DOCK, HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.
(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIA EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

IPENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
NANKIN	6,900	10 Oct. 10 a.m.	M'les, London & Antwerp.
KUNERA	5,400	15th Oct.	Spore, Colombo & R'war.
KASHGAR	8,900	22nd Oct.	M'les, London & Antwerp.
NOVARA	8,900	12th Nov.	M'les, London & Antwerp.
NELLORE	8,850	26th Nov.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

APCAR	4,600	13th Oct.	(Calcutta via Singapore, Penang and Rangoon.)
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	7th Oct. noon	(Melbourne via Sandakan, Thure-day Island, Cairns, Townsville, Brisbane and Sydney.)
EASTERN	4,000	1st Nov.	

Omits Sandakan.

SAILINGS TO SHANGHAI & JAPAN.

NOVARA	6,900	13th Oct.	Shanghai & Japan.
EASTERN	4,000	14th Oct.	Japan direct.
TAKADA	7,000	21st Oct.	Shanghai only.
NELLORE	7,000	24th Oct.	Shanghai & Japan.
DILWARA	5,400	30th Oct.	Shanghai only.

WIRELESS ON ALL STEAMERS.

Passenger Messing not more than 21 ft. X 11 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Vaux Road Central.

Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railway.

TAKADA MARU (Omitting Shanghai) Thurs. 14th Oct. at 11 a.m.
TOYAMA MARU ... Monday, 15th Nov. at 11 a.m.
TOYOHASHI MARU ... Friday, 26th Nov. at 11 a.m.
FUSHIMI MARU (Omitting Manila) Tuesday, 14th Dec. at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.MISHIMA MARU ... Monday, 13th Oct. at noon.
HAMBURG, LONDON & ROTTERDAM via Suez.
DAKAR MARU ... Sailing from Yokohama 16th Oct.MARSEILLES & LIVERPOOL via Suez, Cte. Suez & Port Said.
TOTTONI MARU ... Tuesday, 5th October.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 20th Oct. at 11 a.m.

AKI MARU ... Wednesday, 17th Nov. at 11 a.m.

NEW YORK via Suez.

MORIOKA MARU ... Tue-day, 12th October.

SOUTH AMERICAN PORTS via Cape.

TOSA MARU ... Sailing from Singapore 11th October.

BOMBAY & COLOMBO via Singapore.

YETOROFU MARU ... Friday, 8th October.

CALCUTTA & RANGOON via Singapore & Penang.

TOMIURA MARU ... Saturday, 9th October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 16th Oct. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAMAKURA MARU ... 9th October.

YAMATE MARU ... Saturday, 16th October.

YAMA MARU ... Thursday, 21st Oct. at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293.

S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tillalip	Java	11th Oct.	16th Oct.	Saigon.
Tibodas	Amoy	15th Oct.	19th Oct.	Java.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tillalip	Java	11th Oct.	16th Oct.	Saigon.
Tibodas	Amoy	15th Oct.	19th Oct.	Java.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

FOR NEW YORK & BOSTON

via Suez or Panama canal at owners' option.

S.S. "MUNCASTER CASTLE".

Sailing about middle November.

LLOYD TRIESTINO.

FOR SHANGHAI.

S.S. "PERSIA" Sailing about 14th November.

BRINDISI, VENICE, TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG & COLOMBO.

S.S. "AFRICA" Sailing about 7th November.

S.S. "PERSIA" Sailing about 8th December.

Passengers Luggage can be insured at the office of the Agent.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAPAN S.S. "RIJUN M." sailing on the 7th October.

S.S. "HOKUTO M." sailing on the 19th October.

S.S. "BORNEO M." sailing on the 30th October.

For JAVA, S.S. "SAMARANG M." sailing on the 11th October.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd. and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrive Hongkong	Leave Hongkong
TAIYUAN	15th October	21st October

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 35.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"Munster"	15th October.
LONDON	"City of Naples"	15th November.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONG KONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. VINITA	Oct. 10	S.S. VINITA	Oct. 13
S.S. WEST HIXTON	Nov. 1	S.S. WEST HIXTON	Nov. 4
S.S. WEST MONTOP	Dec. 1	S.S. WEST MONTOP	Dec. 4

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES:

HONGKONG OFFICE:

LOS ANGELES, CALIF.

Princo's Building, Chater Road,

BRANCH OFFICE:

Telephone No. 1062.

Kobe, SHANGHAI,

CHAS. E. RICHMONSON,

MANILA, SINGAPORE.

General Agent for South China.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
STRAITS & T'auvia S'low	Hangsang	Fri. 8th Oct. at d'light.
STRAITS & Calcutta	Chatsang	Fri. 8th Oct. at 3 p.m.
KORE	Lalsang	Fri. 8th Oct. at 3 p.m.
HAIPHONG via Hoibow	Taksang	Sat. 9th Oct. at 8 a.m.
STRAITS & Java	Chunsang	Sun. 10th Oct. at d'light.
TIENSIN	Chingsang	Sun. 10th Oct. at d'light.
SHANGHAI	Kwongsang	Tues. 12th Oct. at d'light.
SANDAKAN	Hinsang	Tues. 12th Oct. at noon.
MANILA	Loongsang	Fri. 15th Oct. at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Daru.

TIENSIN LINE—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched on or about Friday, 8th October, at 3 p.m. for S'PORE, PENANG & C'UTTA.

S.S. "CHINSANG" will be despatched on or about Sunday, 10th October, at 3 p.m. for SINGAPORE, PENANG & JAVA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
WEIHAIWEI, CHEFOO and TIENSIN	Muchow	8th Oct. at 4 p.m.
SWATOW & SINGAPORE	Linh	9th Oct. at noon.
SHANGHAI & TSINGTAO	Tean	9th Oct. at noon.
HHOW, PHOI & H'PHONG	Kailong	11th Oct. at 9 a.m.
SWATOW & BANGKOK	Chinhua	12th Oct. at 10 a.m.
AMOI, SHAI & PUKOW	Shantung	12th Oct. at 4 p.m.
SHANGHAI	Sinkiang	14th Oct. at noon.
SHANGHAI & TSINGTAO	Yingchow	16th Oct. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	18th Oct. at noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation—amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from S'PORE via S'low.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35.

Hongkong Oct. 7, 1920.

Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOI AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haichong	J. S. Thomson	FRI. 8th Oct. at 2 p.m.
Haichong	A. H. Stewart	TUES. 12th Oct. at 2 p.m.
Haichong	W. C. Passmore	FRI. 15th Oct. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.) For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & Chris. Muller's S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via Panama	24th Nov.
"TYDEUS"	via Suez	3rd Dec.
"CITY OF AGRA"	via Suez	20th Dec.
"ROMEO"	via Suez	

* Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal or Oran, etc., as may be.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG & CANTON

REISS & CO.

CANTON.

SHIPPING.

VESSELS ARRIVED.

The s.s. LAISANG arrived yesterday from Calcutta with 2,485 tons of general cargo for Hongkong and 886 tons for Shanghai and Japan. Her passengers were 11 first-class, 20 second-class and 497 deck. She brought 123 bags of mails for the Colony.—Mooring Kowloon Wharf.

The TAKSANG came into port this morning from Manila with 308 tons of old iron for the Colony.—Mooring C33.

From Taingtau the FUDO MARU consigned here this morning 2,196 tons of salt.—Mooring B9.

The U.S.S.B.'s LAKE FAR-RAR arrived this morning from Saigon with 2,850 tons for Hongkong. She reports strong winds and high seas.—Mooring C33.

CLEARANCES AND DEPARTURES.

The DEVAWONGSE will leave to-morrow at 10 a.m. for Saigon with 400 tons.

The HOCK LEE leaves this evening at 5.30 for Swatow with 121 tons.

The KAIJO MARU left, under ballast yesterday at 5 p.m. for Wakamatsu.

The SUNNING departed at noon today for Shanghai with 1,000 tons.

The LIANG CHOW left at 4 o'clock this afternoon for Singapore via Amoy with general cargo.

MOVEMENTS OF STEAMERS.

The N.Y.K.s.s. KAMAKURA M. (Liverpool Line) left Liverpool for this port via Suez on the 29th August, and is expected here on the 10th October.

The N.Y.K.s.s. KAMO M. (European Line) left London for this port via Suez, on the 20th Sept. and is expected here on the 23rd Oct.

The N.Y.K.s.s. AKI MARU (Australian Line) left Sydney for Hongkong via ports on the 24th Sept. and is expected here on the 15th October.

The R.M.S. MONTEAGLE, left Vancouver for Hongkong, via Japan ports, Shanghai on the 13th Sept. and is due here on or about the 15th October.

The Robert Dollar Company's U.S.S.B. WEST IRA. (San Francisco Line) left San Francisco on September 12th, and is due in Hongkong October 16th.

The N.Y.K.s.s. YETOROFU M. (Bombay Line) left Osaka for this port via Moji on the 30th Sept. and is expected here on the 7th October.

The N.Y.K.s.s. HAKODATE M. (Calcutta Line) left Calcutta for this port via Singapore on the 29th September and is expected here on the 15th October.

The N.Y.K.s.s. TOMIURA M. (Calcutta Line) left Kobe for this port via Moji on the 1st October and is expected here on the 8th October.

The N.Y.K.s.s. YETOROFU M. (Bombay Line) left Moji for this port on the 2nd October and is expected here on the 8th October.

The N.Y.K.s.s. TENSIN M. (Bombay Line) left Bombay for this port via Singapore on the 1st October and is expected here on the 19th October.

The R.M.S. EMPRESS OF ASIA, arrived at Yokohama on 1st October, left there 2nd Oct. and is due at Vancouver on 11th October.

The N.Y.K.s.s. KAMAKURA M. (Liverpool Line) left Singapore for this port on the 4th Oct. and is expected here on the 9th October.

The s.s. MATTAWA arrived at Manila, on 1st October, left there 4th October, and is due at Singapore on 10th October at noon.

The s.s. EURYPYLUS, (Blue Funnel Line) left Shanghai on 4th inst. for Liverpool via Havre, Rotterdam via Hongkong. Vessel is due here on 7th inst. and will sail, as above, on 8th inst.

The E

CAMERA NEWS



KING GEORGE AT LEISURE.

His Majesty King George, photographed while seated on an extra mast lying on the deck of the Royal Yacht Britannia, while the craft was taking part in the recent Regatta at Cowes. He is chatting with the Duke of Connaught.



LORD MONTAGU MARRIED.

Lord Montagu of Beaulieu leaving the church with his bride, Miss Pearl Crake.



COMMANDER OF POLISH ARMY GREET'S FRENCH GENERAL.

General Haller, commander of Poland's Army of Defence against the Bolsheviks, is greeting General Weyand.



SMASHES HURDLE RECORD.

Frank Loomis, of the Chicago Athletic Association who smashed the world's record at Antwerp for the 400 metre hurdles with 54 seconds flat, a full second better than the time made by C. Bacon in the London Olympics in 1908.



EXORTED TO FIGHT.

A Polish priest exhorting peasants to rally to arms in defence of their country.



TROTSKY AS PROPAGANDIST.

Leon Trotsky in his special travelling office on board the propaganda train in Russia.



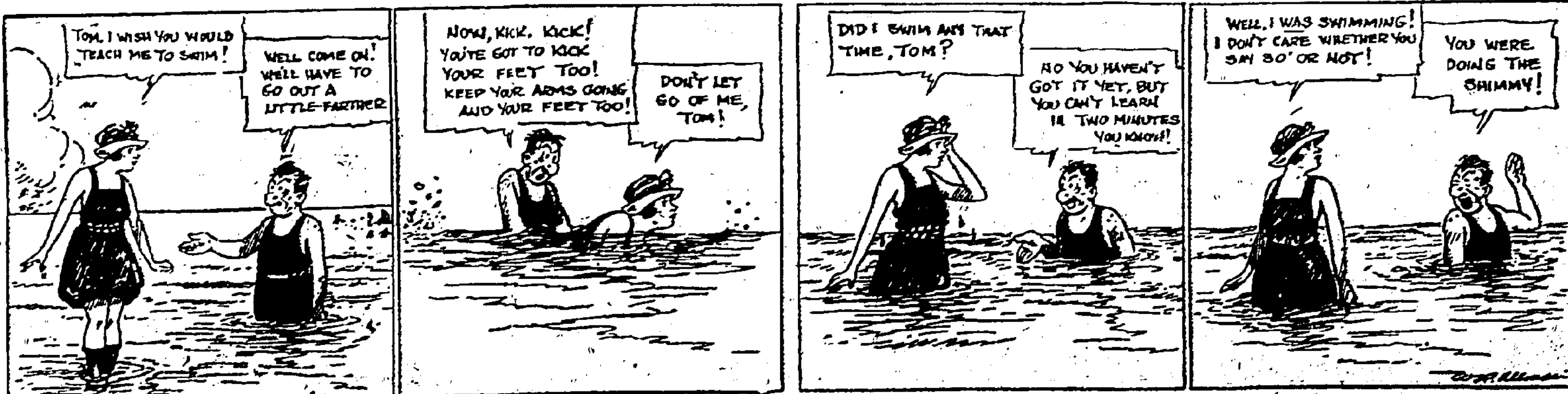
BREAKS HIS OWN WORLD RECORD.

Frank K. Fees, who pole vaulted the great height of 13 feet 5 1/2 inches at Antwerp—exceeding his next competitor by over a foot and beating his own world record.

DOINGS OF THE DUFFS.

Just What Do You Mean, Tom?

BY ALLMAN.



NOTICES.

The "GARRICK"

TOBACCO

IS MANUFACTURED TO A STANDARD THAT ENSURES
PLEASURE WITH EVERY PIPE.



FRAGRANT

COOL



SOLD BY ALL TOBACCONISTS.

The above is sold by Messrs. J. H. Taggart & Co., Ltd., Hong Kong.

POST OFFICE.

The Mail for Wuchow will be closed at the G.P.O. at 6 p.m. daily until further notice and will be forwarded via Canton.

Telegraphic Communication with Gap Rock is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Saigon—Per PORTHOS, 8th Oct.
Shanghai—Per SHANTUNG, 8th Oct.
Japan—Per YETOROFU M., 8th Oct.
Japan—Per TOMIURA M., 8th Oct.
Europe (via Negapatam)—Per KAMAKURA M., 9th Oct.
Shanghai—Per NANKIN, 9th Oct.
Japan—Per MORIOKA M., 11th Oct.
Manila and Australia—Per AKI M., 15th Oct.
Straits and Calcutta—Per HAKODATE M., 15th Oct.

OUTWARD MAILS.

TO-MORROW.
Shanghai, North China & Japan via Kobe—Per JASON, 11 a.m.
W. H. Wei, Chefoo & Tientsin—Per HUICHOW, 11 a.m.
Shanghai, N. China & Japan via Kobe—Per PORTHOS, 3 p.m.
Hohow and Haiphong—Per HAIMUN, 9 a.m.
Swatow, Amoy and Foochow—Per HAILONG, 1 p.m.
Japan via Kobe—Per LAI SANG, 2 p.m.
Straits, Bangkok, Calcutta and Aden—Per CHAKSANG, 2 p.m.
Hohow and Haiphong—Per TAK SANG, 5 p.m.
Philippines, India, Sandakan, Australia & New Zealand—Per THUNDER, 10 a.m.
Straits, Bangkok, Calcutta and Aden—Per JASON, 11 a.m.

SATURDAY, 9TH OCT.

Straits & Bangkok—Per CHUN SANG, 5 p.m.
Shanghai and North China—Per TEAN, 10 a.m.
Swatow and Straits—Per LINAN, 10 a.m.
Tientsin—Per CHIPSHING, 5 p.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & Europe via Suez—Per HELENUS, Reg. 9.45 a.m. Letters 10.30 a.m.
The Parcel Mail will be closed on Friday, 8th Oct. at 5 p.m.

SUNDAY, 10TH OCT.

Swatow, Amoy and Formosa via Keelung—Per KAIJO M., 9 a.m.
Hohow, Pakhoi & Haiphong—Per KAIKONG, 9 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Aden, Egypt & Europe via Marseilles—Per NANKIN, Reg. 8.30 a.m. Letters 9 a.m.
Saigon, Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Aden, Egypt & Europe via Marseilles—Per ARMAND BEHIC, Reg. 9 a.m. Letters 9 a.m.

MONDAY, 11TH OCT.

*Shanghai and N. China—Per KWONGSANG, 9 a.m.
TUESDAY, 12TH OCT.
Sandakan—Per HINSANG, 11 a.m.
Swatow, Amoy and Foochow—Per HAICHING, 1 p.m.
*Swatow and Bangkok—Per CHINHUA, 9 a.m.
Amoy, Shanghai & N. China—Per SHANTUNG, 3 p.m.
Shanghai, N. China, Japan via Nagasaki, Honolulu, Canada, United States, Central & S. America & Europe via S. America—Per SIBERIA M., Reg. 9.45 a.m. Letters 10.30 a.m.
*Correspondence bearing vessel's name only.

WEATHER REPORT

Oct. 7d. 12h. 22m.—Warning to Hongkong: A depression filling up in Lat. 18° N. Long. 113° E.
Oct. 7d. 12h. 25m.—No returns from Japanese stations. Pressure has increased slightly to moderately at the majority of reporting stations. The anticyclone has increased in intensity and the depression in the China Sea is filling up. Fresh monsoon will prevail along the China Coast, and over the north part of the China Sea.
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.75 inch. Total since January 1st, 94.70 inches, against an average of 77.40 inches.
FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.
N.E. winds, fresh to strong; cloudy, improving later.
The same as No. 1.
1 Hongkong to Gap Rock
2 Formosa Channel
3 South coast of China between H.K. & Lamoocks.
4 South coast of China between H.K. & Hainan.
C. W. JEFFRIES, Director.
H.K. Observatory, Oct. 7.

METEOROLOGICAL.

Previous Day	on date	on date
Barometer	29.80	29.84
Temperature	77	78
Humidity	92	86
Wind Direction	E. ENE	E.
Wind Force	4	3
Weather	of or	or
Rain	1.11	0.00
Highest open air	80	80
Temperature on the	6th	80
Lowest open air	74	76
Temperature on the	7th	76
H.K. Observatory, Oct. 7, 1920.		
C. W. JEFFRIES, Director.		

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TIDE TABLE.

4th to 10th October, 1920.

Day	High Water	Low Water	High Water	Low Water
Oct. 4	5.44	1.31	5.44	1.31
Mon. 4	5.44	1.31	5.44	1.31
Tues. 5	5.44	1.31	5.44	1.31
Wed. 6	5.44	1.31	5.44	1.31
Thur. 7	5.44	1.31	5.44	1.31
Fri. 8	5.44	1.31	5.44	1.31
Sat. 9	5.44	1.31	5.44	1.31
Sun. 10	5.44	1.31	5.44	1.31

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.

H.K. & S. Banks b. & sa. 627½
East Asia b. 117

Marine Insurance.

Canton b. 370
North China b. 153
Union b. 182½
Yangtze b. 23
Far Eastern b. 20

Fire Insurance.

China Fire b. 128
H. K. Fire b. 318

Shipping.

Douglas b. & sa. 70
H.K. Steamboats b. 25¼ sa. 26
Indos (Prof.) b. 18
Indos (Def.) L. R. b. 193 s. 198
Shells b. 155½
Farris b. 25½

Refineries.

Sugar b. 221
Malacca b. 55

Mining.

Kailash b. 120½
Langkat b. 154
Shanghai Loans b. 154
Shai Explorations b. 1
Rauha b. 1
Troncha b. 30½
Ural Caspian b. 15½

Docks, Wharves, Godowns, &c.
H.K. Wharves b. 87½
K. Docks b. 151
Shai Docks b. 126
N. Engineering b. 27

Lands, Hotels & Buildings.

Centra b. 116½
H.K. Hotels b. 143
H.K. Lands b. 117
H. P. Yee b. 8
K. Loan Lands b. 40
L. Reclamations b. 140
West Point b. 52

Cotton Mills.

Ewos b. 625
Kung Yik b. 475½
Lau Kung Mow b. 188
Orientals b. 188
Shai Cottons b. 220
Yangtze Spinn. b. 229

Miscellaneous.

Cement b. 9 sa. 8.90½
China Borneo b. 5.40
Do. Light old b. 7¼ n. 5.40
China Provident b. 7¼
Dairy Farms b. 21
Electric H. K. b. 181½
Electric H. K. b. 30
Hongkong Hopson b. 23
Hk. Tramways b. 7.10
Peak Tram, old b. 7¼
Do. new b. 7.10½
Steel Foundry b. 15
Waterworks b. 15
Wahson b. 15
Wai, Poon b. 15
Wingman b. 15